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QUOTA FULFILLMENT, SHORTCOMINGS OF SOVIET RAILROAD EQUIPMENT PLANTS IN 1952

/Numbers in parentheses refer to appended sources./

During 1952, some railway equipment producing and repairing enterprises of the USSR have achieved success in improving their operations. (1) The Michurinsk, Voronezh imeni Dzerzhinskiy, and Gayvoron locomotive repair plants and the Ulan-Ude Locomotive and Car Repair Plant have been fulfilling their monthly quotas for 10 months of 1952.(2) The Poltava, Ufa, L'vov, Alatyr', and Proletarsk locomotive repair plants and the Locomotive Repair Plant imeni Taras Shevchenko have fulfilled their quotas for 11 months.(3) Of the car repair plants, the Baku, Minsk, Oktyabr' imeni Kaganovich at Leningrad, Otrozhka, Stryy, and Khar'kov plants have fulfilled their monthly quotas for 8 months (4), the Ordzhonikidze plant for 10 months (2), and the Barnaul, Kiev, Darnitsa, and Panyutino plants for 11 months of 1952.(3)

Within past months, the Kiev and Otrozhka car repair plants, the Tashkent Railroad Machine Building Plant, the Voroshilovgrad Foundry and Machine Shop, and the Ulan-Ude Locomotive and Car Repair Plant have made great strides in improving their operations. The Ordzhonikidze Car Repair Plant reduced the time between repair operations, the Panyutino Car Repair Plant began to repair cars by the progressive method, and the Khar'kov Locomotive Repair Plant succeeded in mechanizing its more difficult work.

Some plants subordinate to the Main Administration of Railroad Machine Building Plants of the Ministry of Railways USSR also showed progress. The Nizhnedneprovsk Switch Plant has fulfilled its monthly quota for 8 months of 1952 (1), the Kirov and Armavir railroad machine buildings plants and the Murom and Petukhovo switch plants have fulfilled their quotas for 10 months (2), and the Odessa, Tikhoretsk, and Zaporozh'ye railroad machine building plants, the Voroshilovgrad and Kaluga foundry and machine shops, Kiev Transsignal Plant, and the Gomel' Electrotechnical Plant have all fulfilled their plans for 11 months.(3)

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The Poltava and Proletarsk locomotive repair plants and the Panyutino Car Repair Plant even began to exceed their monthly quotas.(1)

Despite these achievements, the locomotive and the rolling stock plants are, on the whole, behind both in the fulfillment of locomotive and car repair quotas, and in the production of car wheels.(1, 3) The Tambov Car Repair Plant is constantly producing defective car wheel pairs.(5)

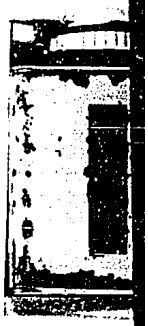
Some plant managers have become lax, have permitted their subordinates to ease up, and have caused operations to fall below the 1951 level. As a result, many plants have been lagging and have not been meeting their quotas. The Dnepropetrovsk Locomotive Repair Plant and the Alma-Ata, Mikhaylo-Chesnokovskaya, Moscow Pamyati 1905 Revolyutsii, and Roslavl' car repair plants have not fulfilled their monthly quotas for 8 months.(1) The Tikhoretsk Locomotive Repair Plant and the Tambov and Novorossiysk car repair plants have not met theirs for 10 months.(2) The Konotop, Daugavpils, Kaliningrad, and Lepaya locomotive and car repair plants, the Chkalov, Novosibirsk, and Zaporozh'ye locomotive repair plants, and the Anzhero-Sudzhensk, Bogotol, Kizil-Arvat, Novorossiysk, Popasnaya, and Tambov car repair plants have not met their quotas for 11 months of 1952.(3) Although the Alma-Ata Car Repair Plant failed to fulfill its quota for 8 months (1), it did show some noticeable improvements in its operations in October and November 1952.(3) The Daugavpils, Tashkent, and Konotop locomotive and car repair plants have failed to deliver any locomotives and passenger cars throughout 1952. The Konotop plant fulfilled its repair quota only 90 percent for passenger cars and 83.9 percent for locomotives up to December 1952.(4)

Not only have the Kaliningrad, Lepaya, and Daugavpils locomotive and car repair plants been lagging in plan fulfillment (3), but the repair work done at these plants is poor. As a result, locomotive terminals refuse to accept locomotives outshopped by these plants as repaired and the locomotives are forced to stand idle. Also, the Barnaul, Novorossiysk, Popasnaya, and Tambov car repair plants outshop cars which are not completely repaired. On every car outshopped by the Tambov plant during the third quarter 1952, there were, on an average, ten instances of incomplete repairs.(5)

In addition to the defective workmanship, a considerable amount of waste takes place during the dismantling of cars at many car repair plants. As a result, thousands of cubic meters of usable lumber have been wasted by these plants in 1952.

Both the Main Administration of Locomotive Repair Plants and the Main Administration of Car Repair Plants pay little attention to their lagging subordinate plants. Some plant managers tolerate violations of labor discipline (4), but the main administrations do not require them to rectify conditions in their plants. The Rostov Locomotive Repair Plant, and the Alma-Ata, Moscow Pamyati 1905 Revolyutsii, and Popasnaya car repair plants have all been lagging for some time in the fulfillment of their quotas because of the lack of strong labor discipline. At the Moscow plant there are both loafing and instances of leaving work early. Quite frequently the supervisors come late to work. Neither the supervisory personnel nor the working force seem to take the violation of discipline seriously. In some departments of the plant, work has been reported completed when in fact that was not the case.

The Main Administration of Car Repair Plants has for several years been discussing the possibility of repairing cars at the Popasnaya and Darnitsa car repair plants according to the progressive method. A number of Stakhanovites and engineers from various plants visited the more advanced car plants early in 1952 to study production methods and organization.(1) Engineers and Stakhanovites from the Nizhnedneprovsk, Otrozhka, and Moscow imeni Voytovich



car repair plants visited the Kalinin Car Building Plant (6); workmen from the Novorossiysk and Zhmerinka car repair plants visited the Nizhnedneprovsk Car Repair Plant, which is one of the most advanced enterprises in the railroad car repair industry. This plant repairs both two-axle and four-axle passenger cars according to the progressive method.(7) Representatives from the Konotop, L'vov, Daugavpils, Ulan-Ude, Tbilisi, and Tashkent locomotive and car repair plants held a conference at the Vologda Locomotive and Car Repair Plant to discuss methods of improving the quality of passenger car repairs. The Vologda plant, which is an advanced enterprise, has rearranged its shops into stripping, body and underframe, and assembly and repair departments. Passenger cars are now repaired at this plant in seven positions, the cars moving gradually from position to position. The conference disclosed that even those passenger car repair plants which fulfill their quotas have serious shortcomings. During 4 months of 1952, additional repairs had to be made on 29 passenger cars which were outshopped as repaired.(8)

Despite the fact that the engineers and Stakhanovites returned with new ideas and a large number of drawings of various equipment and devices for their plants, the Main Administration of Car Repair Plants of the Ministry of Railways USSR did nothing to put their proposals into effect. Portyannikov, chief of the Main Administration of Car Repair Plants, is making no effort to acquaint the lagging plants with the experience and know-how of the more advanced car building plants.(1)

The railroads also frequently violate repair schedules of the plants by not sending their locomotives or cars to be repaired. The Ufa, Voronezh imeni Dzerzhinskiy, and Izyum locomotive repair plants constantly fail to receive from the railroads locomotives for capital repair. Instead of receiving gondolas and flatcars to be repaired, the Popasnaya Car Repair Plant receives boxcars. Such action on the part of the railroads makes it difficult for the plants to set up repair schedules and to maintain an adequate supply of material on hand.(4)

The Main Administration of Railroad Machine Building Plants of the Ministry of Railways USSR has also become the subject of a considerable amount of criticism.(5) The Tashkent Railroad Machine Building Plant, Saratov Electrical Plant, and the Losinoostrovskaya Electrotechnical Plant at Babushkin have not been supplying parts for diesel locomotives. In each case there are violations of labor discipline.(4) The Leningrad Electrical Equipment Plant has failed to meet its quota for 8 months (1), and the Tashkent Railroad Machine Building Plant for 10 months of 1952.(2) The Saratov Electrical Equipment, Novosibirsk Railroad Switch Plant, Tikhoretsk Railroad Machine Building Plant, and Korshunovka Foundry and Machine Shop have failed to meet their quotas for 11 months.(3) The Novosibirsk Railroad Switch Plant has been lagging because of the lack of strong labor discipline.(1)

A number of the plants subordinate to the Main Administration of Railroad Machine Building Plants are not striving to attain a high quality of production.(5) Some of the machine building plants are shipping unassembled automatic train stops, steam boilers, and other items to their consumers. As a result, some of the locomotive plants which received boilers 18 months previously are still unable to install them on locomotives because of the lack of other parts. The same is true of train stops; these cannot be used by the railroads for months because of the lack of some part.(4) In August 1952, the Nizhnedneprovsk Railroad Switch Plant shipped to the railroads defective switch frogs which had to be refused by the inspectors of the Ministry of Railways. The Darnitsa Spare Parts Plant shipped poor spiral springs. The Saratov Electrical Equipment Plant is also producing a considerable amount of defective equipment.(5)

Not only has the quality of production deteriorated in 1952 at the Lyublino Foundry and Machine Shop imeni Kaganovich, but the enterprise has overexpended metal, electrical energy, and coal, all of which have increased production costs by 3 percent. This enterprise was one of the most advanced enterprises in the past, but its production quality has deteriorated, mainly because of a decline in labor and technological discipline. Losses from rejects have increased to 1.5 times the 1951 losses.(1)

SOURCES

1. Moscow, Gudok, 10 Sep 52
2. Ibid., 11 Nov 52
3. Ibid., 11 Dec 52
4. Ibid., 9 Dec 52
5. Ibid., 24 Oct 52
6. Ibid., 10 Feb 52
7. Ibid., 29 Feb 52
8. Ibid., 24 Jun 52

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